

# PEREMPTORY WRIT

Service Made Upon Auditor in Case of W. C. Laws.

ISSUE IS VERY IMPORTANT

Will Have Effect of Determining for All Time Status of Appointed Officials—Law's Name Goes on Tickets—Registration to Date 651.

In obedience to the peremptory writ of mandamus, issued by Hon. Thomas A. McBride, judge of this district, yesterday morning, and served upon him yesterday afternoon by Sheriff Linville, City Auditor Anderson will place upon the election ballots, the name of W. C. Laws, as the second of the Republican nominees for the police commissioner, to be voted for at the primary and general elections forthcoming.

If, as is expected, Mr. Laws is nominated and elected to the office it will be as the successor of Commissioner Page now fulfilling the duties, and it is not to be expected that the latter will relinquish the place without legal warrant, and an interesting suit at law is certain to follow such an issue of the election. The determination of such a suit in Mr. Law's favor, will of necessity bring forward some decidedly interesting points of law not yet mooted in the pending controversy here, and once adduced, will stand for years, in the arbitrament of similar contests.

Registrations yesterday numbered thirty-three and brings the electoral roster to 651 with three more days for the first period of registration which closes on Tuesday afternoon next.

### STEWART'S BODY FOUND.

All that is mortal of Peter Stewart the logger recently employed by the Bremner Logging Company, who disappeared on Sunday last and was supposed

to have been drowned while booming up a raft in the river below the camp, came to light yesterday at a point and under conditions that amply verify all that had been feared. Coroner, W. C. A. Pohl of this city was at once advised of the discovery and took immediate steps. No inquest will be needed as the circumstances point plainly to accidental drowning, and funeral arrangements will be made and announced tomorrow. The unfortunate man was well and favorably known in this section, where he has resided and worked for several years.

### PLEASURE AND GIFTS TOO.

Roache's gift offering and dramatic company opens their engagement at Fishers' next Monday evening at popular prices, viz: 15c 25c and 35c, with the splendid comedy-drama "My Sweetheart" America's foremost comedy artist Johnnie and Florence Ringle, supported by a competent company of ladies and gentlemen in a splendid repertoire of high-class dramas and amusing comedies interspersed with pleasing specialties. Don't miss this opportunity of witnessing a good performance and receiving coupons for valuable gifts which can be seen at Griffin's bookstore where the seat sale opens this morning at 9 o'clock; with each reserved seat three coupons are given.

### RHETORICAL EXERCISES.

There was a pleasant and profitable hour at the High School yesterday morning when the teaching staff of the city schools indulged in rhetorical exercises, including recitations, essays and a debate of decided interest. The latter engagement consisted of an argument on the question "Resolved, that the Chinese Exclusion bill be modified so as to admit the better class of Chinese to this country." Miss Edith Butts and Yvan Guillaume contending in the affirmative, and Miss Annie Bergman and Harry Allen maintaining the negative. The negative won out in the controversy.

### ANOTHER LITTLE NATIVE.

Astoria numbers one more little native, a daughter born to Mr. and Mrs. Edward Dunn, of No. 818 Grand Avenue, at high noon yesterday.

# PILOTS AND PAPERS

Plain Statement of Their Attitude in Present Controversy.

MARINE LOVE STORY TOLD

New San Francisco-Portland Steamer Line—Ships Going, Coming and Due—Captain Skibbe Inquiry—Aragonia Down and Out—Marine Notes.

There is growing resentment in this city over the continued and wanton efforts of the Portland press, to discredit the members of the Columbia River Bar Pilot's Association, of Astoria. Not a day passes but some stricture is laid upon them, the principal charge being that they will not find and report as much water on the bar as the shippers of Portland think, and profess to know, should be there.

There are nine pilots in the association. Not one of them but if qualified to take in and out, over this bar, any ship whose draft will permit her crossing it with any degree of safety. They know this bar as the Portland editors know their own columns but the difference between the pilots and the Portland editors is that the former know only the Columbia river bar as a business, while the Portland writers assume to know both. That the Portlanders are experts on the amount of water available on many bars around that man's town (and a meager amount at that) goes without saying, as they have chronicled many a wreck wrought by crossing them too often and with too little water; but the further they go in the controversy about the big sand bar that lies athwart the gate to the Columbia, the plainer their absolute ignorance of it is. No one wishes there was a greater and more permanent depth of water there than these same pilots. Every foot of ships' draft and every ton of ships' register they can pilot either way across that barrier is good gold coin in their pockets as well as in the pockets of shippers all over the state. Why should they deny the possibility of earning \$5.00 a foot and four cents a ton, if they can make more as easily as they can make less?

The association is under heavy expense. It maintains an office here, employs a secretary, and outfits and keeps up one of the best pilot boats on the entire coast (of their own, not the state's) at heavy cost, and pays ten per cent. of their gross earnings every year for tug-service. If greater footage and greater tonnage can be safely carried over the bar, why should it not be done in abatement of these big items of constant cost?

Are these nine men cowards? Are they afraid to attempt the crossing of ships of greater weight and draft? Their years of service, in all seasons, in all weather, under manifold conditions of tide and bar; their almost perfect immunity from loss and disaster; their practical knowledge of seamanship and constant employment of it to the advantage of their patrons; their certain knowledge of their immense responsibilities as to human life and vast values of property, negative the idea of cowardice. The pilot is in the same class as the railway engineer, and the trained fire-fighter, when it comes to personal courage. No timid man would dare the known perils of the profession; such daring would be proof-positive of extraordinary interperity such as would soon equip him for any known phase of the service.

Well! Being business men, trained pilots, fine seamen, expert and fearless, why should they be charged with mimicry of a business of which they are masters, if it were possible and prudent to magnify it? The truth is, these pilots are in possession of the only actual and practicable knowledge of the bar, and knowing it as they do, conduct the business with a prudence and fore thought that redounds to the direct advantage of shippers and ship-owners, and in as direct derogation of their own interest and profits, a system that should command instant respect, rather than ridicule, reproach or doubt.

### Love's Young Dream.

The Hamburg company that owns the German ship Tarpenbek, just arrived here under command of Captain E. Brauhn, one of the real young masters afloat, (32 years of age,) has been guilty of "butting in" on a genuine case of "Love's Young dream" and waking both parties thereto from their delirious rapture. It happened in this wise:

When Captain Brauhn was in this port two years ago on one of the same company's ships, he was serving as first mate and aspiring to a captaincy, and the hand of a pretty fraulien back in Hamburg, and could hardly wait the consummation of the voyage, so eager was he to see his love again and invest her with the good name of Brauhn. That long cruise ended at last, and his dearest wish was fulfilled and the little German girl a few short months ago became Mrs. Brauhn, to the abounding happiness of both.

After the young couple had settled cozily down to housekeeping in or near Hamburg, the husband was offered a pleasant and profitable situation in the government pilot service on the Hamburg bar, for which, it seems, several months training were essential, and Brauhn gladly availed himself of the opportunity for a life-long and congenial post, and plunged assiduously into the studies necessary to equip him for the place. After a few weeks of joyful research, he received word from his old employers begging him to accept the captaincy of the Tarpenbek, then, as they declared under charter for Port Los Angeles, California, with quick despatch both ways. Of course Brauhn and his young wife were pleased with the choice made and proud of the promotion given him, and as the voyage involved only a few months, in which he could prepare himself for his chosen calling as pilot, and get him home again long before the dawn of his thirty-fourth year should bar him from the government assignment they decided it were best to take the captaincy. He did so; packed his trunk, bade his young bride a fond adieu and sailed forth from Hamburg only to encounter almost endless calms and headwinds the entire voyage, and to find when he got there, his company had bamboozled him, there was no charter nor charter party at Port Los Angeles to greet him nor his ship but only a dubious letter from its owners deprecating the fact and ordering him to Portland. Biting inwardly but like a good officer obeying outwardly to the letter, he sailed from the California port and was again baffled by calms, headwinds and gales all the way to the gateway of the Columbia. He crossed in yesterday morning, and is now waiting towage to Portland. But he is mad. His present charter calls him to Cape Town, South Africa, a

voyage 16,000 miles longer than he dreamed of, requiring the better part of two years' absence from his young and disappointed wife and creating the almost certain chance of losing his position in the pilot service of his native city. He is mad; so mad, that when the reporter left him last evening he was on his way to the Western Union to cable his resignation to the company "and be d—d to them," as he said. Whether he did it or not deponent sayeth not.

### Fennia Struck Sand.

For the benefit of the Tom-Tiddler pilots on the Portland press, it is here and now made known to them that on nearly flood tide on Wednesday, November 1st, the Russian ship Fennia, bound hence to Falmouth, England, and drawing exactly 23 feet of water, under favorable weather conditions and a moderate bar, drove her forefoot in the bar sand with force enough to appraise all hands of the fact.

### New Steamer Line.

S. Elmore & Co., of this city, have been appointed agents for the new line of steamers organized at San Francisco by E. J. Dodge & Co., for weekly service between San Francisco and Portland, the steamers involved being the Northland and South Bay. The Northland left the California metropolis yesterday morning on the first run of the new schedule.

### FLOTSAM AND JETSAM

The German ship Adolf is fully loaded at Portland and should leave down this morning for sea.

The German ship Tarpenbek left up for Portland yesterday afternoon under towage of the Harvest Queen.

The steamer Homer arrived in from San Francisco yesterday afternoon and proceeded straightway to Portland.

The steamer Alliance is due at the Callender dock at 6 o'clock this morning on her way to Coos Bay and Eureka.

The Telegraph made her landing here yesterday on good time with some passengers and a good "parcel" of freight.

The German ship Oregon came down from Portland on the Harvest Queen's bows, yesterday, and went to anchorage in the lower bay.

The Lurline got away to Portland last night a little late. Among her passengers were: J. C. McCue, R. B. Dyer and Mr. and Mrs. I. B. Gerow.

The following four masted schooners are due at this port at any hour: The Expansion, 28 days from San Pedro; the Mable Gale, 10 days from San Francisco, and the Churchill, 66 days out from China.

The steamship Aragona arrived down from Portland last evening at 5:30 o'clock en route to Hong Kong. She will leave out on this morning's tide if the bar conditions permit.

The steamship Columbia passed here at 10 o'clock a. m. yesterday, San Francisco bound, and left out at noon. She had 261 passengers on board including the following from this city: Mr. and Mrs. Mark McNeally, Mr. and Mrs. C. F. Dwyer and Charles F. Thompson.

The tug Cruiser was doing towing service yesterday for the Fort Stevens authorities, running up and down the channel with the big gun practice target, and as some of the shots came recklessly near the steamer, Captain Skibbe ran inshore and hailed the gunners with the natural inquiry as to "why the h— they didn't shoot at the target instead of the tug?" and for answer was told to get back to work.



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If you buy a Suit or Overcoat bearing P. A. STOKES label and it does not give the wear you expected it should, bring it back and we will refund your money.

## P. A. STOKES

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**Accordion, Sunburst and Knife Pleating To Order**  
 STEAM PROCESS.  
 No Hot Irons. No Burning of Goods.  
**Miss O. Gould**  
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 Prompt and Careful Attention Given to all Out-of-Town Orders.

### Croup.

A reliable medicine and one that should always be kept in the home for immediate use is Chamberlain's Cough Remedy. It will prevent the attack if given as soon as the child becomes hoarse, or even after the croupy cough appears. For sale by Frank Hart and leading druggists.

### AT LESS THAN COST.

Mrs. Ross, of the Ross millinery parlors is contemplating a departure from the city, lasting until the resumption of her spring business as soon as she can dispose of her present stock of goods and to expedite this, will, beginning this morning, place the entire stock on sale at less than cost.

### Chapped Hands.

Wash your hands with warm water, dry with a towel and apply Chamberlain's Salve just before going to bed, and a speedy cure is certain. This salve is also unequalled for skin diseases. For sale by Frank Hart and leading druggists.

### NOTICE.

Write us for big bargains in Hurst Automatic Switch & Signal Co., stock before the switch goes on road. Regular price \$5.75. Our price much lower. How can we do it? We hold more shares than we can conveniently carry and must sacrifice to raise cash. For particulars address W. J. Curtis & Co., 215 Commercial block, Portland, Ore.

The Astorian, 70c per month.

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WHERE THE NEW THINGS ARE FIRST INTRODUCED.



## Special This Week

Reductions in Raincoats

Ladies' Cravenette Coats in Tan and Oxford

\$20.00 to \$18.00  
 \$18.00 to \$16.00  
 \$16.00 to \$14.00

Special for this Week Ladies' Suits

\$35.00 to \$28.50  
 \$25.00 to \$22.00  
 We have a grand line of Ladies' suits from \$10.00 to \$35.00 in all the newest styles.

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All Colors at \$3.50

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Reductions in all street hats.

